IN THE SPECIFICATION

Please replace paragraph [0005] with the following rewritten paragraph [0005]:

[0005] United States Patent Nos. 2,713,484 to Pierce, 3,432,158 to Goodwin, 4,243,247 to Kataoka, 4,863,148 to Hufnagel, 5,186,216 to Bollier, 6,364,297 to Weber, and 6,454,284 to Worman, Jr. show a variety of mechanisms and suspension systems for adjusting the torsion in a torsion bar to adjust the height of the front end of the vehicle. Many of these prior art designs are complex, bulky in structure and require considerable space under the vehicle body to allow the operator to adjust the systems. Furthermore, at least some current designs require replacement of the relaxed torsion bar to restore a ride height due to insufficient adjustment travel in a production torsion bar adjustment lever.

Please replace paragraph [0007] with the following rewritten paragraph [0007]:

[0007] The invention provides an improved adjustment lever for applying torsion to a torsion bar for resisting movement of a control arm movable relative to the support frame in a vehicle. The adjustment lever further includes a torsion bar connection between the adjustment lever and the torsion bar for connecting the adjustment lever to a torsion bar at a plurality of primary drive positions at first angular increments relative to one another. The assembly includes an indexing system for positioning the adjustment lever at a plurality of intermediate drive positions at second angular increments.

Please replace paragraph [0009] with the following rewritten paragraph [0009]:

[0009] Another advantage of the present invention is to provide the two-piece adjustable lever, which allows [[to]] for increase or decrease in the ride height per owner preference, thereby increasing road clearance or providing custom vehicle appearance.

Please replace paragraph [0014] with the following rewritten paragraph [0014]:

[0014] Figure[[s]] 1 is a side view of a prior art adjustment lever and a torsion bar assembly design;

Please replace paragraph [0015] with the following rewritten paragraph [0015]:

[0015] Figure[[s]] 2 is an exploded view of a suspension assembly for an automotive vehicle including a first embodiment of an adjustment lever and a hub of the present invention;

Please replace paragraph [0030] with the following rewritten paragraph [0030]:

[0030] The indexing system 70 includes a hub 74 independent of and removably invertible relative to the pocket 64 in the adjustment lever 50. The hub 74 includes two opposite sides, generally indicated at 76 and 78, respectively, that are interconnected by inner 80 and outer 82 surfaces or peripheries. The inner surface 80 of the hub 74 defines a hexagonal socket to receive the hexagonal head 48 of the torsion bar 46 forming the torsion bar connection through which the hub 74 is connected to the torsion bar 46 at the first angular increments. The outer surface or periphery 82 of the hub 74 includes seven teeth 84 extending radially outwardly from the outer surface 82. Each t[[ee]]ooth 84 presents a generally rectangular configuration and includes rounded corners 86 that conform to and are complementary to the rounded corners 68 of the tooth cavities 66 in the pocket 64 of the adjustment lever 50. The teeth 84 enable the hub 74 to be positioned angularly with respect to the tooth cavities 66 of the hexagonal socket 64 in any of the plurality of intermediate drive positions other than the plurality of primary drive positions.

Please replace paragraph [0038] with the following rewritten paragraph [0038]:

[0038] FIG. 8 shows a third alternative embodiment of the present invention similar wherein like reference numerals are offset by 300. The adjustment lever is generally shown at 350 and includes the pivot portion 354 and the circular socket 364, defined therein, with several rounded tooth cavities 366 extending therein and being angularly spaced 120 degrees from one another. The teeth cavities 366 set a range between -12 degrees to between about +21 degrees. The indexing system of the third alternative embodiment is generally shown at 370 and includes the hub 374 disposed in the adjustment lever 350. The hub 374 is independent of and removably invertible relative to the aforementioned adjustment lever 350. The hub 374 of the third alternative embodiment cooperates with the circular socket 364 of the pivot portion 354 and includes the inner surface or socket 380 having a hexagonal configuration for receiving the

hexagonal head 48 of the torsion bar 46 and the outer periphery 386 of a circular configuration to mate with the circular socket 354. The outer surface 386 of the hub 374 includes the plurality of teeth 388 extending radially outwardly from the outer surface 386 to mate with the tooth cavities 372. The teeth 388 are disposed 120 degrees from one another to enable the hub 374 to be positioned angularly with respect to the circular socket 354 in any of the number of the selected positions. As alluded to above, the hub 374 may be removed and flipped about the secondary radial defined by one of the tooth 366 so that the primary radial defined by one of the apexes of the hexagonal socket 380 is disposed on the opposite singular side of the secondary radial, both shown in phantom. As shown i[[t]]n full lines in FIG. 8, the offset from the secondary radial extending centrally through a tooth 388 is offset from the primary radial extending through an a[[x]]pex of the hexagonal socket 380 by a greater angle with the primary and secondary radials on opposite sides of the X axis. In any case, the offset is from the centerline of one of the teeth interconnecting the hub and the adjustment lever. In this embodiment, the tooth 388 has a rounded configuration to complement with the tooth cavities 366.

Please replace paragraph [0041] with the following rewritten paragraph [0041]:

[0041] Figure[[s]] 11 shows a sixth alternative embodiment of the present invention wherein like reference numerals are offset by 600. The adjustment lever of the sixth embodiment is generally shown at 650 includes the arm pivot 654 having the socket 656 of a generally circular configuration defined therein and the plurality of tooth cavities 658 defined therein. Each tooth cavity 658 presents a triangular configuration having two sides 660, 662 interconnected by a rounded bottom 664 with one side 660 sloping at a degree different than the other side 662. The indexing system of the sixth alternative embodiment is generally shown at 670 and includes the hub 674 disposed in the adjustment lever 650. The hub 674 includes an outer surface 676. The outer surface 676 of the hub 674 includes a plurality of teeth 678 extending radiallly outwardly from the outer surface 676. One of the teeth 678 presents a triangular configuration complementary to the configuration of tooth cavity. The other teeth 678 include[[s]] a rectangular configuration and are designed to maintain a constant contact of the hub 674 with the adjustment lever 650. The inner surface or socket 680 of the hub 674 includes a hexagonal configuration for receiving the hexagonal head 48 of the torsion bar 46. The sixth embodiment of

the present invention provides incremental adjustments in a range from +3 degrees to about +15 degrees.